

The National *Falcon* News

The Monthly Magazine of
The Falcon Club of America

Alex Conforti III
Tinley Park, Illinois

1966 Falcon Ranchero



April 2011

Cover: Alex Conforti III

Another red Ranchero? Wasn't last month's cover a red Ranchero too? It was, but it was a different year.

Alex waited a long time to get his Ranchero. See his story on page 3.

Think your Falcon should be on the cover? Is it red? Send photos of Falcons of all colors to the Editor along with a few paragraphs about your and your car.

Digital photos should be at least 300 dpi at 4 x 5 inches. Set your camera on "Fine" or "Best" not "Basic" or "Small."

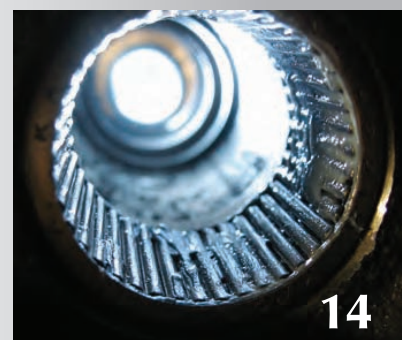


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Alex Conforti's 1966 Ranchero

I had known of my 1966 Ranchero for a while before I actually purchased it. It belonged to a gentleman that my Dad worked with and had been sitting out in the weeds where they worked. It just sat there; he hadn't worked on it at all and it was starting to get in the way. I offered to buy it, since I really wanted a Falcon or Ranchero, but he refused. From then on, the truck languished there, patiently waiting for its owner to restore it.

A few years went by and I had decided to look for an antique Ford to restore. I drove hundreds of miles and looked at a lot of cars. Sadly, most of the ones in my price range were ravaged by rust far beyond my skill level to repair. After seeing me disappointed time after time, my Dad decided it was time to get hold of his old co-worker to see if he still had the Ranchero and if he would be willing to sell it. Fortunately for me, he was.

I went to look at the Ranchero again because I hadn't seen it in a while. It was in pretty sad shape. He had hired a shop to do a half-hearted restoration on it. The bumpers, grille, and the rest of the trim had been removed and were left lying in the bed uncovered. Then they smeared bondo on some of the body and used spray can primer to cover it up. They didn't even sand down the old paint. He discovered what they were doing and immediately cancelled the job. So it was left like that, outside for two years! The interior was soaked and filthy and all the water that had leaked in there over time was frozen solid—this was in February of 2009. Remarkably, after hooking up an auxiliary fuel tank and boosting the battery I was able to get the engine running. The carburetor leaked all over and it backfired, exploding the rusted muffler. We worked out a price and I came back with a tow dolly to take it away. It was finally mine.

I started off by letting the truck dry out at my shop since the whole interior was soaking wet. Then I inventoried all



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Showing off the Ranchero at a local car show

New Member Feature Falcon

—Continued from page 3

the parts to make sure everything was there. Luckily, I had all the hard-to-find trim pieces. After giving the engine a tune up and rebuilding the carburetor, it ran pretty good. Then, I changed all the fluids, belts and hoses since they looked very old. I drove it around to make sure the clutch was OK and that the transmission shifted correctly and to test out the brakes. I put the bumpers and trim back on to make sure it was all in good shape. Besides, I wanted to drive it a little and make sure it was reliable. I removed the gas tank to have it cleaned out and to replace the sending unit since it was very rusty. After that, I hired a friend to install a new muffler. I even-

—Continued on page 13



Above, engine before and after.
During the restoration process; it's always
nice to get it finished...

PRESIDENT'S MESSAGE CHUCK BEASON



*Chuck and Carolyn at 31st FCA Convention
Awards Banquet*

The Falcon Club of America mourns the loss of long time member Orville Reynolds of the Northeast Texas Chapter. Please keep Orville's family in your thoughts and prayers during this difficult time. We will all miss Orville's smiles and friendliness at Falcon events around the country.

Our Falcon Club of America continues to grow, adding new Chapters each year. Our Chapter Coordinator, Mary Wagner is the person that helps the new Chapters get started with the help of the Regional Director. Please join me in thanking the Chapter Coordinator and Regional Directors for their hard work and dedication to the Falcon Club of America.

There are only three short months remaining to finalize your

plans for travel and attendance for the "Stampede to Steamboat" for the 32nd Annual National Convention of the Falcon Club of America. Check the web site, www.mile-hifalconclub.com of the Mile Hi Chapter for registration form, hotel information and more. Members of the Mile Hi Chapter are busy with plans for a great weekend in July 2011. We look forward to seeing everyone there.

I would like to thank the Southern Coast Chapter for hosting another successful event in Pensacola, Florida. The Chapters of the Southwest Region are joining to host a Regional Falcon Meet in Tulsa, OK on May 27-28. The 2011 FCA Pacific Regional Meet, hosted by the Central California Falcon Chapter and the Southern California Falcon Chapter in Bakersfield, CA on June 24-25. Look for registration and hotel information in *The National Falcon News* and at falconclub.com. We hope to see you there.

Remember, Take a kid to a car show this year!

Chuck & Carolyn

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VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver and is very much appreciated.

PLEASE MAKE YOUR AD LOOK LIKE THIS...

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

NOT LIKE THIS...

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To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net. Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

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Falcons For Sale

Two Falcons for sale. It's time for someone else to play with my toys. They need a good home! White 1963 Futura hardtop six cylinder (170), black buckets and console w/clock in excellent shape. The other one is a black 1961 Futura Sedan clean, red bucket seats with console, solid project car. Both garage kept. I also have a few pickup loads of parts: bumpers, fenders, doors, grills and a lot more in boxes. I am selling this as one unit for \$12,000. Sorry, But I will not sell individual parts. Allen Scheel, Create -A-Curb, 302-252-5410 or Allen@cacurb.com. DE.

1965 Ford Falcon Sedan Delivery, \$4000.
1965 Ford Falcon Futura HT, \$1200. 1965

Ford Falcon Futura H/T, \$600. 1968 Ford Falcon 2 door sedan, \$500. 1965 Ford Falcon 2 door H/T, \$700. 1960 COMET 2 door V8, \$800. 1976 Ford Ranchero GT, \$7500. Call or email Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501 or dbranson@mail.win.org.

Three Econolines. One pickup has good glass except for cracked windshield. Good chrome front bumper. Second pickup has good glass. No tailgate. No seats. Third is enclosed Super-Van. Good glass. No instrument cluster. All rusty. \$2500 for all three. Call Royce Jordan at 229-881-2867. Sylvester, GA.



1968 Falcon Futura sedan, white/bronze, white interior. 63,000 original miles, 289, 2-V, C-4, factory air, power steering. This very clean Southwest car has zero rust, recent brakes and new dual exhaust. It is in fine daily driver condition. \$4500. Ask for photos. Cliff, 575-585-5545. NM.

1966 Falcon Ranchero. Red, 6 cylinder engine, three speed manual transmission. Would make a good daily driver or could be restored. Also have second Ranchero for parts. \$1500 for both. Stan Mitchell, 864-980-6031. SC.

1965 Falcon two door. Post sedan. Original unrestored vehicle with just over 29,000 actual original miles on it. This car is a two door. Post sedan, not a no-post hard top. It is dark Caspian Blue with a very clean radio delete blue interior. The drive line is a 170 cubic inch 6 cylinder engine with a column shift 3 speed manual transmission. This car came from an estate sale near Chicago. Has always been garaged and is in exceptionally solid condition. It can be driven and enjoyed as is, easily restored back to showroom condition, or turned into a great street machine. This car is currently registered in New York state, 35 to 40 miles slightly northeast of Buffalo and very drivable. My lowest acceptable selling price is \$6,500. Bob karpenko, 716-735-7547 or greedymite@hotmail.com. I can email pictures if requested. NY.

1965 Falcon four door, 170, stick. Good reliable car. Needs cosmetics. 110,000 miles. \$2400. Herb Griffin, 518-835-4022, 180 Everson Rd., Johnstown, NY 12095.



1965 Ford Falcon Futura Sprint Convertible. 289 C.I./225 HP. C4 Automatic Trans. Total frame off restoration. 55,000 miles. A.C., P.S. Immaculate California "Black Plate" car. No detail left undone. A must see show stopper car. One of 300 built. Less than 20 left. Plenty of other photos available upon email request. \$35,000. Brian, 617-513-1267 or katebliar47@aol.com. Boston, MA.

1964 Falcon Convertible. Six cylinder, manual transmission, and Seafoam green in color. From original owner, garage kept, all original, but may need restoration (owner's words). \$1500 OBO. call Scott at 302-218-6252 or duffscuffs@verizon.net. MD.

1964 Ford Falcon Sprint original, used third member, 3.25 gears, factory tag, ran perfect when removed - \$450. Grill with some surface hard water deposits that will clean off - \$120. Sway bar - \$100. Shipping charges extra for all parts. All parts from my restomod Sprint. Jim, 908-788-5616, or lighthousestreet@aol.com. NJ.



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WEB SITE

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Classified Ads (con't)

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instrument cluster/knobs, Ford Deluxe AM radio (AM/FM under dash), Sprint tachometer. Everything works well! A show winner! Drive home with confidence! Asking \$32,000. More photos on request. Allen, 952-393-8337 or ahi777@aol.Com. MN.

1963 Sprint Convertible, 289 with 4 speed, \$18,000. 1962 two door Sedan Deluxe, 144 with Automatic \$6000. Solid project/parts car that ran when parked, has classic tags. 1964 two door Futura Sedan, 170 3 spd on the column, \$2000. Robert and Lisa Vaughn, 610-298-2959 or cell 610-390-8038. PA.



1963 Falcon Sedan Delivery, good body but needs floor pans, good glass. Six cylinder, three speed on column, current tag and title. Very complete car but needs total restoration. More photos available. \$1950 OBO. Ron Mixon, 405-226-6894. OK.



1963 Ford Falcon Futura convertible. Currently the Featured Falcon of FCA on the web. Car is equipped with a 345 HP Ford Racing 302, Cobra fuel injection system, wiring harness, computer and hydraulic clutch. Transmission is a T-5. Rear end is a Currie 9 inch with 3.55 gears. Front end is Rod and Cus-

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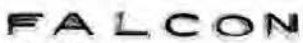


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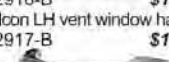
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C0AZ-6422600-A **\$20.00ea**



1968-70 Falcon RH vent window handle
C80Z-5422916-B **\$15.00**



1968-70 Falcon LH vent window handle
C80Z-5422917-B **\$15.00**



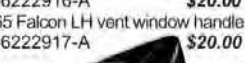
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1962-63 Falcon fender ornaments
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Classified Ads (con't)

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tom Mustang II with disk brakes. Other features include Vintage Air heating and air conditioning, line lock, CalTrack and concealed radio. Car is lowered two inches front and rear and riding on American Racing wheels. Stock height spindles and rear springs come with the car along with steel wheels, whitewall tires and wire wheel hubcaps. Professionally built. Adult driven. Asking \$19,900. Please contact Bob Keib at bkeib@greggservices.com or 412-653-6216. Pittsburgh, PA.

1962 FORD Falcon Tudor, 170 C.I. Six - Automatic transmission and back-up lights. Car is in near-mint condition. Owned it since 2006 and it has just over 22,000 ORIGINAL miles. Engine was modified in 2002 to burn unleaded fuel and that same year, a new fuel tank and float, new disc brakes and a complete exhaust system were installed. I've since also installed a new exhaust manifold, master cylinder, brake lines, fuel pump, shocks, tires, battery, radiator, hoses, belts, head lamps and other parts, and had the transmission serviced. Paint: Repainted before my ownership in its original color - Silver Moss (Light Green). Very straight and all body parts are original. Glass: original and intact. Chrome Trim and Bumpers: Great to near perfect condition. Instrumentation: Manual choke, two speed heater/defroster, dome light, instrument cluster lights, hi/low beam indicator, signal indicator, speedometer, odometer, oil and temperature gauges, etc. are in proper working condition. An AM radio comes with the car, less the antenna and speaker. Radio and cigar-lighter delete blanks come with the car. Interior: (i.e. seats, dash, instrument panel, etc.) is in superb condition. No rips or tears in the rubber floor mats, kick boards, door panels, etc. A binder containing the car's lineage and repair history - is part of this sale. No warranties are expressed or implied. Car is ready to drive anywhere! Asking \$8,000

OBO. E-mail Paul at Falconfan62@verizon.net for pictures and answers to any questions.



"Gracie" my beloved 1962 Ford Falcon Station Wagon needs a new home. I always planned to restore her but it just isn't happening and she's gone past the point of restoration. But she would be great for anyone restoring another car and needing parts! I know how difficult it was to find parts while I was driving her! I would prefer to sell her whole rather than part her out. More pictures available upon request. Many great parts, too many to list. Motor: 170 Special, Automatic transmission. Floorboards/frame rusted through Make a reasonable offer based on existing parts. donnalouise55@fairpoint.net or 207-740-7015. ME.

1962 Falcon wagon for parts. Good glass, doors, tail gate, seats are gone. 1965 200 with a c-4 in it, Lots of "pickns", \$250, 1963 Futura hard-top, mostly for the ever outstanding two tone ivy gold bench seat interior, looks like it is only a year or two old, and under dash A/C unit, \$850..

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1962 Falcon two door sedan. It has a 1961 grille and front bumper. This car was completed 10 years ago. I put about 2000 miles on this car in those 10 years. The body is good and solid with no rust. The engine is a 351 Windsor, bought new, in a crate from Ford. The frame is full, front to back, with a full roll cage. It has a Mustang II front end and a narrowed 9" rear end (4:57 posi) and a four link suspension. It's a C-4 automatic with a Hurst QuarterStik shifter with a Line-Lock. Both the driver and passenger seats have Simpson five-point harnesses. Disc brakes; Mustang II in front, Continental on the rear. Aluminum radiator and Optima battery. 15 gallon fuel cell in the trunk. The car has a clear title. Reason for selling; it's time to move on, time for a change. I want to buy a different car to enjoy as much as I did this one. This is a fun, great looking, running and driv-

ing car that gets lots of attention. I will answer all questions. John Erickson, 402-203-0408 or johnerickson54@yahoo.com. Asking price; \$40,000. NE.



1962 Ranchero. Health challenges stopped restoration. 5.0 throttle body FI, AOD transmission, Granada front disc brakes, 8" rear end and 15" x 7" chrome wheels. Many new and used parts including 1991 Mustang 5.0 roller motor with multiport FI. \$4,950. Call Ken for details: 317-387-9470 or fanclan@sbcglobal.net. Indianapolis, IN.

1962 station wagon with wood grain and roof rack. Red factory bucket seats, console. Also 1965 station wagon, a plain

Jane, glass knocked out in sides. Also lots of parts, hoods, etc. Stanley Sioux, 570-538-3464.



Last Chance: 1962 Futura "Hot Rod": 1963 drivetrain: 260V8, headers, correct Falcon T-10 4 speed, factory shifter, 4 speed column, V8 brakes, steering, and back axle. Has all '62 Futura parts intact: bucket seats, console, and all trim items. Has rust in the driver's floor, and back of quarters; very clean underneath. No title. We have detailed pictures for you to pe-

ruse. \$3500.00 or best offer. This car must be sold by July 1 or it will be parted out. Can make arrangements to be delivered at the Nationals in Steamboat, Colorado. Call 970-593-1964 or email lenkellogg@lpbroadband.net, Kellogg's Garage in CO.

1961 Deluxe Ranchero, (red of course) 144 with 3 speed column shift, restored, been to several car shows, \$9500, fun little unit, 1962 sedan delivery (red, of course) 200 w/four speed. Dual exhaust, \$8800. Contact Terry, 715 498 7229 or terrydal-sky@yahoo.com. WI.

1961 Falcon Ranchero. Red, 302 V8, Automatic. Mustang II front end. Fiberglass bed cover. \$7500 OBO. Dennis McClanahan, 717-762-7027 or dmccclanahan@embarqmail.com. PA.

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Classified Ads (con't)

—Continued from page 11

1961 Falcon Ranchero. From South-eastern U.S. 144 cu. in., three speed standard. Restoration started. Soda blasted. Needs some body work. Drive train okay. Complete new interior and many other parts (\$1600). Glass all good. Have spent over \$4300. Pictures by email. \$2500 OBO. Delivery possible from Southern Ontario. Guy Winterton, 705-748-3491 or g-winterton@cogeco.ca. Canada.



1961 Falcon four door wagon. Gas mileage special: rebuilt 170, 4 speed overdrive transmission, 3:55 Maverick rear axle. Many new parts on a good, solid Colorado body. \$3500. OBO. For a complete listing of work, new parts, and detailed pictures email or call Lenn Kellogg at Kellogg's Garage. lenkellogg@lpbroadband.net, 970-593-1964. CO.

1961 Ford Falcon two door. 22,000 original miles, silver in color, great car drive any where. New tires, re cored radiator, rebuilt carb, new hoses, belts and more 5,500.00 Write fordfalcon68@msn.com for pictures or call 260-482-7399.



Bad health forces me to sell my latest restoration project, a 1960 Falcon two door Ranch Wagon. Original 144 CID engine runs fine. All mechanical, body and three stage paint work done by pro-

fessionals. Needs some finish assembly be be show class. I have all the parts to finish the car. Price is what I have invested, not including labor. Located in NW CA, originally from dry Warm Lake County, CA. It had only minor rust and no bends. Stripped and primed and painted metallic blue, near factory color. Call for more info, photos available. All the hard work and hassle is done! Price firm, \$12,000. M. E. "Red" Burke, 707-964-4305. Let it ring!

For Sale: 1960 Ranchero—Complete rotisserie restoration, frame was replaced from back of cab to front, floor was replaced and bottom painted. RCM Mustang with tubular A arms and coil over suspension. Rear is Ford 9" from a 78 Lincoln—cut down. Transmission is a C-4., Engine is a 1969 351 Windsor block bored. 040 over and stroked to 420 c.i. It has an Eagle forged crank with lightweight I beam rods and forged premium pistons. Heads are Victor JR, ported with 1.60 exhaust and 2.05 intake valves. Manifold is an Edelbrock Air Gap – port matched to heads. Block also has a probe main girdle installed with studs. Makes 500 plus horsepower. Asking \$12,000. Good looking Falcon. John Serra, johnserra@verizon.net. MD.

1960 Falcon two door. 86,000 original miles. Black with silver and tweed interior. 144 CID w/ two speed Fordomatic. Excellent shape, \$6000. Bob, 724-265-2765 or bbock123@consolidated.net. PA.

Miscellaneous For Sale

Falcon: The New Size Ford, illustrated book by Ray Miller. Clean and complete with original jacket. \$30 + shipping. Ron Winkler, 775-356-7313. NV.

KEYS. NOS (Original) Keys and Gold Plated Keys for Falcons and all Ford Models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We

stock POR-15 Restoration Products. JESSER'S CLASSIC KEYS, 26 West Street, Dept. FCA, Akron, OH 44303. Phone: 330-376-8181, Fax: 330-384-9129. www.jessersclassickeys.com.

Hobby, not junkyard. Watsonville, PA 17777. Close to Rt. 80 and 180, exit 212, 60 miles north of Harrisburg. This was a car club that folded. Cars are not parted out, this is not a business. Lots of items including 1962 Falcon station wagon with bucket seats and console, and 1962 Falcon station wagon. Much more, including Mercury, Galaxie, Ford, Oldsmobile. Call for info: 570-538-3464. PA.

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721-3077. Alex@books4cars.com.

Resort condominium available in Steamboat Springs, just in time for the Falcon Stampede. This unit is a two-bedroom resort condominium by Wyndham. It features a fully stocked kitchen (plates, utensils, coffee pot, etc.), two full bathrooms and laundry facility inside the unit. The living room features a gas fireplace, entertainment center and a Murphy bed for an additional two people (6 total). Outdoors there are many amenities such as locked underground garages, barbeques, 2 swimming pools and other recreation. Inside the main facility there is a workout room, sauna, spa and an office with computers for your business needs. Trailers and RV's are not allowed in the parking area, but car trailers may be parked at the event site. \$1200 for seven days. July 10 check-in. July 17 check-out. Share cost

—Continued on page 21

New Member Feature Falcon

—Continued from page 4

tually went through the brake system, and replaced the flex hoses, hardware, wheel cylinders and shoes for safety. I had a new set of Firestone radials mounted and last, I installed new front and rear shocks for better handling.

Even though it has a San Jose DSO (#72), it had spent most of its life in New England. There was some rust, but nothing too serious. The floor had already been replaced and was totally rust free. The upholstery and carpet were in great shape and didn't need to be replaced. After cleaning up the interior and fixing a few last minute items, it was time for paint. Since the body and the interior were red when I purchased it, I decided to leave it that way. It was not in the budget to go back to the original color, Ivy Green Metallic. I decided to paint it "Vermilion Red" a modern Ford truck color. It matched the interior perfectly. It is not a concours quality paint job, but I am very happy with it. I put all the trim and my front and newly re-chromed rear bumper back on the truck. I was in awe of how wonderful it looked!

When the restoration was complete, the reward for all my hard work was being able to attend the 2010 FCA Nationals in Dearborn. I really enjoyed sharing my Ranchero with everyone and spending time with my fellow Falcon/Ranchero enthusiasts. Where else but Ford's hometown should such an event take place? I had a great time! When I drove the Ranchero on the factory test track, I felt like I was on top of the world. I was amazed that something I own and restored myself could be driven there. Every time I get a "thumbs up" or the toot of a horn in approval, I think of how far my Ranchero has come and how special it is to me. I can hardly wait until winter is over and I can get out and drive!

—Alex Confort Illi (FCA #13787)
Tinley Park, Illinois

Alex Conforti's 1966 Ranchero



This Ranchero looks good coming and going, inside and out

UNDERSTANDING THE FALCON STEERING BOX

One of the areas that receives a lot of conversation is the steering feel on a Falcon. Before we get too deep into this discussion, an old Falcon is never going to steer like a modern vehicle that has rack and pinion steering. It will always have some play in the wheel and require more effort. If you read the previous articles on alignment and conversion from early model steering components to 1965 steering components you will have an understanding of what parts make up the steering system. The accuracy of the steering is only as good as the weakest link. (See my previous article on "Front End Alignment" at, *The National Falcon News*, January 2008; *Legendary Ford*, November/December 2007 or visit the Comet East web site on the internet: <http://cometeastcarclub.org/Articles/frontendalignment.pdf>).

Before you blame the steering box for erratic steering, Ford lists a series of issues that should be eliminated as possible causes. They are: incorrect tire pressure, incorrect wheel alignment, incorrect front wheel bearing adjustment, tire size not uniform, wheel out of balance, loose or worn steering linkage, binding in the suspension, bent spindle arm, unequal brake adjustment, worn out springs, lack of lubrication and incorrect steering gear adjustment. Incorrect steering gear adjustment!

Sounds like a simple fix, just make an adjustment to the steering gear. In truth, it may be simple to an experienced mechanic that specializes in steering boxes. It is an easy adjustment to make, but a difficult adjustment to do correctly. If you adjust the gear too tightly, you can wipe out the box, if it is too loose, the steering is sloppy.

DISASSEMBLE AND CLEAN

Taking apart the steering box is not difficult—putting it back together is. It can be disassembled with common mechanics tools. Removal of the sector shaft cover is the first step. Remove the three bolts holding the cover and then slide the cover to disengage the sector shaft adjusting screw. At this point a quick inspection should be taken. If the inside of the box is rusty, you probably should stop and look for a replacement. If there is still lubrication, continue on. Remove the lock nut on the steering shaft bearing adjuster, use a hammer



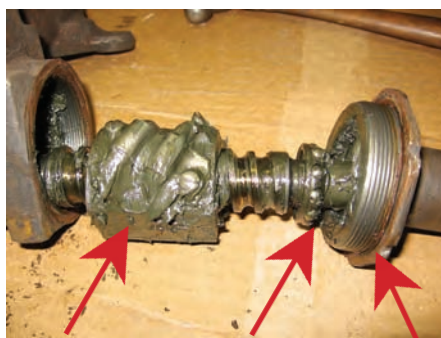
and punch to carefully loosen it. The steering shaft bearing adjuster can then be removed. The steering shaft and ball nut assembly can now be pulled out. Note: there is an upper and lower bearing assembly on each end of the steering shaft. Next, push the sector shaft out of the steering box. Note: there are needle bearings that support each end of the of the sector shaft.

At this point, examine all the bearing surfaces closely. If they are seriously worn bearing areas or any pitting, a new or rebuilt steering box should be considered.

To thoroughly clean the steering box, the ball nuts should be removed. This involves removing the ball return guide



Sector shaft cover



Ball nut

Upper Bearing

Steering shaft bearing adjuster



Sector shaft



Ball return clamp guide



Ball return guides



Some of the 62 balls

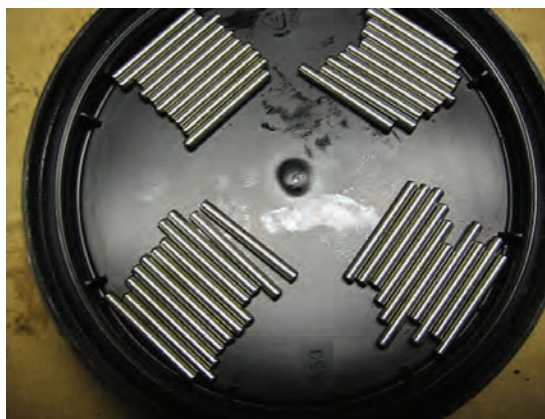
clamp, the two ball return guides and 62 balls. Do this inside a pan of some sort so you can corral the 62 balls. If you lose one of the 62 balls, you will be searching for another steering box. Clean the balls and examine them for cracks, flat spots and pitting.

Inside the steering box case, the sector shaft is held by two needle bearing assemblies (you may have already discovered this when you removed the sector shaft). There are 41 needle bearings in each bearing cage. Again, carefully remove them over a pan so you do not lose any. There may be no need to remove the bearing cage. Clean and examine needle bearings for wear.

The steering box is now ready for a through cleaning. Wipe out as much of the grease as possible and then use a degreaser to finish the cleaning. A citrus based cleaner like Greased Lightning or Castrol Super Clean works well. Take a close look at the seal on the lower end of the sector shaft. If it is worn or has shown signs of leakage before disassembly, now is the time to replace it.

ASSEMBLY

There are two challenges that will test your patience in re-assembly. The first is getting the 62 balls into the ball nut and worm gear. Note: do this over a cookie sheet so none of those balls gets away. Start by placing the ball nut

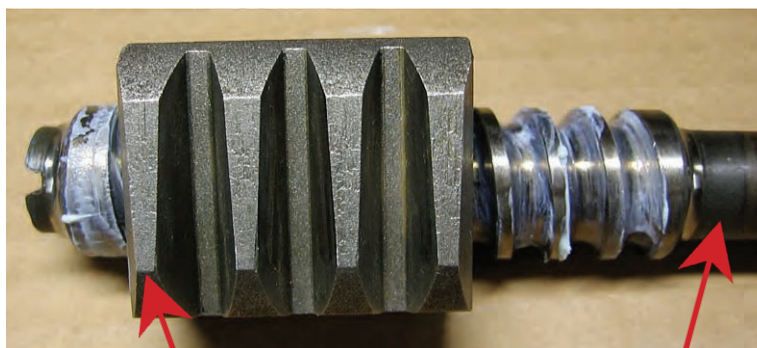


41 needle bearings

over the worm gear. The ball nut has to be placed with the narrow end of the gear taper facing down when the worm gear/steering shaft is pointing to the right. Use a light grease to coat all the bearing surfaces using a cotton swab. Align the ball nut with the worm gear and begin inserting the balls, 31 balls should go in each side. 20 or so balls

can be placed in each side before ball return guides are re-inserted. Pushing them into place with a cotton swab works well. Grease the ball guides and place the remainder of the 31 balls inside. Gently tap the guides into place; this takes some trial and error to ac-

—Continued on page 16



Narrow end of taper facing down Steering shaft pointing to the right

TECH ARTICLE: FALCON STEERING BOX

—Continued from page 15



comply, do not force them in. It might be a good idea to practice this operation without any balls in the guides. Once all 62 balls and the ball guides are in place, attach the ball guide clamp and screws.

The second challenge is to place the sector shaft needle bearings back into their cages. Coat the bearing cage, the needle bearings and the sector shaft bearing surfaces with light grease. Place 41 needle bearings in the upper cage then insert the sector shaft far enough to hold the bearings in place. Repeat the process on the lower bearing assembly. It may take more than one

attempt to accomplish this task. A small pick (dental picks work well) will assist in moving each needle bearing in to its proper location.

Once the sector shaft is in place, then insert the steering shaft and ball nut assembly into the steering box. Be sure to place the lower bearing assembly into the race, again a coating of grease will help to hold in its proper location. It takes a little finesse to maneuver the ball cage around the sector shaft and still keep the lower bearing in its proper location. The relationship between the sector shaft gear and the ball nut gear is critical. The gears must be centered on each other. Once the sector shaft and ball nut are aligned with each other, place the upper steering shaft bearing and the steering shaft bearing adjuster nut in place. DO NOT over tighten the bearing adjuster.

The specification is 3-5 ft/lbs of preload. In simple terms, that is about how much force you can apply when turning the nut with your thumb and index

—Continued on page 18

DICK HARRINGTON



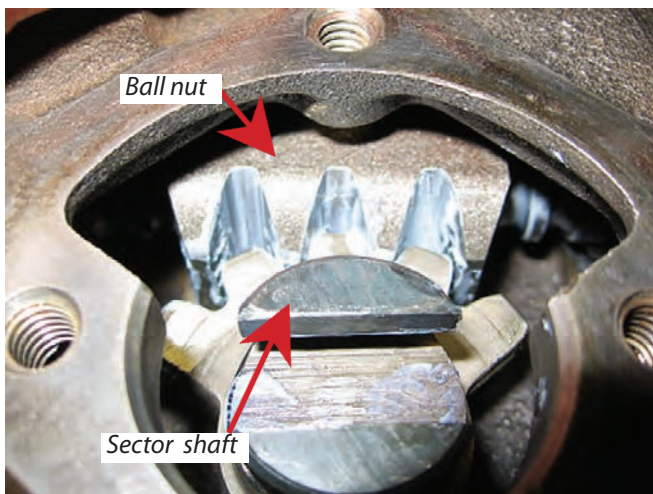
Needle bearings greased and in place



Bearing surface greased on sector shaft.



Sector shaft holding upper needle bearings in place.



The relationship between the sector shaft and the ball nut is critical. Note how the sector shaft gear is centered on the ball nut gear.

MEMBER SPOTLIGHT

JAMES BROWNING JR.



James Browning Jr. sent this photo with his membership renewal. He writes, "This is my finished Falcon. It is a 1962 200 cu. in. with cam, headers, 250 ci head, a 1965 Mustang four speed transmission, Flo-master exhaust. The Ming Green base coat/clear coat is a 1962 Ford enamel. Jim is the Secretary/Treasurer of the Space City Chapter.

—James Browning Jr. FCA #7639), Houston, Texas

James H. Dottling, Ltd. FALCON CONNECTION 1960-1965

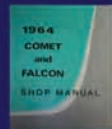
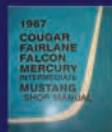


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UNDERSTANDING THE FALCON STEERING BOX

—Continued from page 16

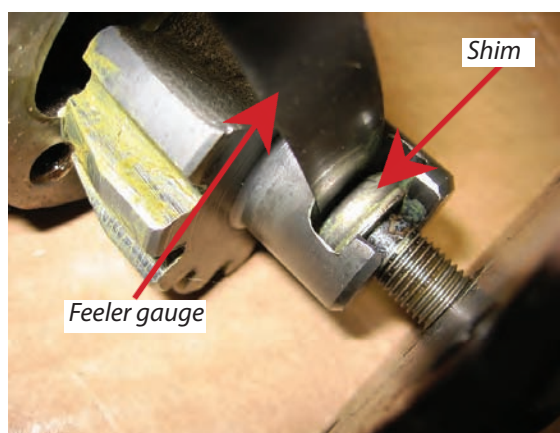
finger. Install the lock nut with the flat side against the bearing adjuster nut. There is a letter S stamped into the lock nut, this should face out. Tap the lock nut tight being careful not to move the adjuster nut.

The sector shaft adjusting screw has to be clearanced in the slot at the top of the sector shaft. With the shim in place, the gap should not exceed 0.002 inches between the screw head and the end of the sector shaft. If the clearance is greater than 0.002 inches, replace the shim.

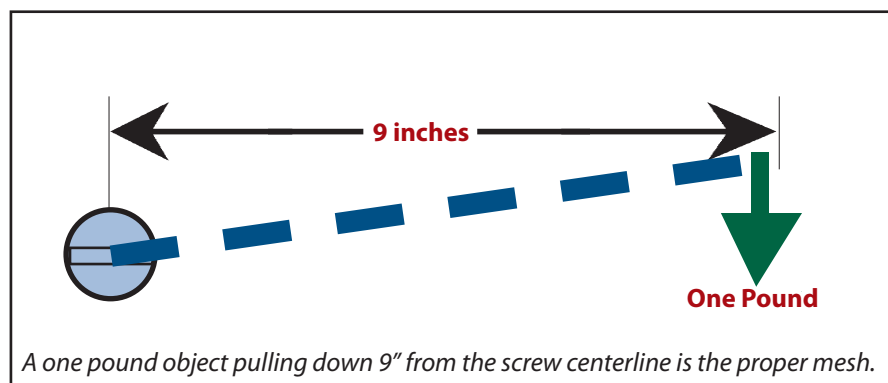
Before placing the sector shaft cover in place, the box should be filled with a ½ pound of moly-based grease. DO NOT use wheel bearing grease or gear oil. A new gasket is a good idea and they are available from most parts vendors for about \$3.00. The sector shaft cover has to be treaded on to the sector shaft adjusting screw. It is important to be certain that when bolting the sector shaft cover to the steering box case, that there is free play (lash) between the ball nut and the sector shaft gear teeth.

THE LAST ADJUSTMENT

The last adjustment is the sector shaft mesh. This is the adjustment that many people attempt to solve sloppy steering. When looking down at the steering box, when it is still in the car, it is the screw slot staring up at you. Mis-adjustment here can wipe out a good steering box in a hurry. It is absolutely critical that the steering wheel be facing perfectly forward—ball nut centered on the sector shaft gear—before attempting this adjustment. The reason for this is that the sector shaft gear is actually an eccentric. The gear mesh is tighter when going straight



0.002" clearance at sector shaft adjusting screw, replace shim to make adjustments.



than when turning a corner. Because of this, if you adjust the gear mesh when not going straight, it will wipe out the center of the sector gear and ball nut when you move to straight. The factory specification is for 8-9 in/lbs. A better description of this is applying a pound of force at 9 inches away from the screw.

So, using a box end wrench, hang a one pound weight on the outside end and you should be close. Once the mesh is set, tighten the lock nut.

After the steering box is re-installed and driven for awhile, some looseness might be noticed. As everything settles in a slight re-adjustment of the mesh might be required. If attempting to adjust the steering box while it is in

the car, do so in very small increments, nothing more than an eighth of a turn in a clockwise direction. Note: if friction can be felt when you wiggle the steering wheel back and forth, you have probably over tightened and should back the nut off.) This is assuming it is a rebuilt box, adjustments on an existing box are making a lot of assumptions, assumptions that everything else in the box is in correct working order!

Dick Harrington (FCA #12563) of Delhi, New York is a frequent contributor to *The National Falcon News*. His popular series "So You Want to Restore a Falcon?" detailed the restoration of his award winning Ranchero.

A LITTLE HISTORY ON EARLY FALCON STEERING BOXES

- All 1960-63 six cylinder manual steering boxes are the same.
- 1963 V8 steering boxes are the same except for the sector shaft where the Pitman arm attaches. It has what is referred to as 1 1/8" sector shaft. Six cylinder boxes have a 1" sector shaft.
- 1964-65 Falcon steering boxes have a 1" shorter steering shaft than previous years.
- 1964 six cylinder steering boxes use the 1" sector shaft; V8 boxes use the 1 1/8" sector shaft.
- 1965 both six cylinder and V8 steering boxes use 1" sector shafts.
- All manual steering boxes are a 19.9:1 ratio, or 4 5/8 turns of the steering wheel.
- Power steering boxes are a 16:1 ratio, or 3 3/4 turns of the steering wheel (for the most part).



Looking at the lower end of the sector shaft, the difference between a 1" sector shaft (left) and a 1 1/8" sector shaft (right) can be seen.

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Bill Honor (FCA #6393) and his son Dillon investigated this junk yard outside of Fort Wayne Indiana and found several unmolested Falcons. Bill writes, "The junk yard is on a nice gravelly dusty road. It's in Warren, Indiana and it is called Bryant's Auto Parts. We saw a 1960 Falcon, another early Falcon and a very nice looking original three speed on the floor 1965 Ranchero with the eight track tapes still baking on the front seat."

Bill is a frequent contributor to *The National Falcon News*. See where he found the exact opposite of these Falcons on page 30.



Classified Ads (con't)

—Continued from page 12

with another Falcon traveler. Call Ted at 970-314-2498 for details. Or inquire at tedra82@bresnan.net. CO.

Miscellaneous Wanted

Looking for 1963 Falcon promotional toy. Must be in good shape. Any color but red. Contact Elroy Zimmerman, 208-453-5139. ID.

Parts For Sale

A Turbocharged 200 cubic inch in-line six cylinder Ford engine. Complete with bell housing, clutch assembly and a recently rebuilt T10 4 speed transmission with the shifter out of a 1964 Ranchero. Including all gauges, exhaust system, MSD box and timing boost master. Additional info: The turbocharger is a Schwitzer, originally for a Vega. It delivers between 8-10 PSI of boost. \$1250 or best offer. Call David at 410-703-1692 for more details. MD.

Pair of upper ball joints, four bolt mounts for Falcons 1963-69, \$40. Pair of shaft kits for upper control arms, has bushings and bolts for Falcon 1961-65, \$80. All parts new, made in USA + Shipping. Ron Winkler, 775-356-7313. NV.

Complete 3.50 rear from a 6 cylinder 1963 Ranchero. \$50 John Vanatta, 301-502-7694. MD.

1970 302 heads: cast #DOOE, \$100 pr. 1968 302 4V stroked to 347: Eagle rotating assembly, Holley, Edelbrock, MSD, ARP main & head studs, roller rockers and stud girdles \$4,800. small block AFR aluminum heads CNC ported part # 1420, 185cc, \$1450. Keith Litteken 314-351-1789 or kslitteken@aol.com. MO.

V-8 arm and bushing \$175, license light \$20, temperature gauge \$75, temperature cable, \$30, quarter molding Futura \$135 ea., six cyl. standard shift radiator \$125, amber parking light switch \$50, left door handle convertible part #, \$70. Much more. Frank G. Stewart, 440-282-6277. OH.

Petronix system (includes coil). Purchased for a 1963 170 c.i, 6 cyl. And a new trunk lid gasket from Dennis Carpenter's. Chuck, 410-349-1649 or hisjunk@msn.com. MD.

1963 Falcon hood ornament, new chrome, show ready, \$275. 1963 Falcon front fender spears, \$195. 1963 Falcon/Comet clutch equalizer bar with rod, (6 cyl), \$85. 1963 Falcon/Comet clutch equalizer bar (6 cyl), \$75. 1963/1964 Falcon/Comet T-10 4 speed transmission, (should be checked), \$399. 1964/1965 Falcon/Comet T-10 4 speed transmission, (should be checked) dual bolt pattern, \$499. 1963 - 1965 Falcon/Comet T-10 shifter assembly rebuilt, \$255. 1963/1965 Falcon/Comet shifter, new chrome, \$199. N.O.S. 1963/1965 Falcon Sprint, high performance air cleaner element, by Texaco part #TA - 29, \$45. 427 Dual quad intake, carbs, and air cleaner, \$1,400. 1963 Falcon/Comet strut rods \$95. Pair. 1964/1965 Falcon/Comet strut rods \$95. Pair. 1963 Falcon/Comet sway bar, black powder coated \$125. More Falcon parts, please call or e-mail with needs. Vic Falcone 518-355-7756 or Vfalcon64@aol.Com. NY.

A set of 13" chrome (steel) trim rings. \$20 Very good condition. Phil Barber at 410-266-8271 or pbarberpr@aol.com. MD.

Falcon Parts For Sale: Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 60-61 Falcon race cars. Held on with pins. \$650. Call or email for availability and prices. Don Branson, 636-228-4501 or dbranson@mail.win.org. MO.

Fordomatic 2-speed rebuilding kits with gaskets, O-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45. each exchange,

adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 anytime. www.autotran.us.

Parts Wanted

A set of backing plates for a 1963 V8. Ed Watts, 856-589-5209 or falcon_1963@verizon.net. MD.

Carburetors - part # on air horn C8OF-AB & C8OF-AA. FE distributors - part # on housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken 11394 Revere Ln. St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com

Looking for an overdrive unit for a Fordomatic two speed automatic transmission. This unit was manufactured by the E. J. B Company of San Gabriel California in 1961. It was called "Honamatic" by the manufacturer and it bolts on to the rear end of the transmission. Please call Joe Tatti in Ontario Canada at 905-335-2834 after 6:00 pm EST.

WHERE'S MY AD?

Ads must be resubmitted each month in order to run. Please do not email the Editor and ask to "run my ad again" without sending the full text of the ad as you would like it to appear and your name, location, phone number, and price.

Got Internet? Use it! Please submit your ad by email and take care to spell and punctuate correctly. If you send an ad by snail mail that includes an email address, the ad will run, but the email address will not.

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A limited number of extra copies of The National Falcon News are available for \$3. each to cover shipping and handling. Please request extra copies soon after publication date, they can run out rapidly. Please make checks out to FCA and send to the Editor at the address on page 9.

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THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for Western Hemisphere, \$40 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: wcrosby62@sbc-global.net. No phone calls or faxes for Falcon Club business, please. No exceptions.

Calendar of Events

MAY 27-28: FIRST SOUTHWESTERN REGIONAL MEET

Held at The Marriott Tulsa Southern Hills, 1902 East 71st Street, Tulsa, Oklahoma. The room rate is \$84.00 plus tax and it includes a breakfast buffet breakfast for two people per room per day in the onsite restaurant, Phil's Smokehouse and Grill. This rate will be available two days before and two days after the show for those wishing to enjoy more of what Oklahoma has to offer. For those not familiar with this location, it is the host hotel each year for the Mid America Shelby Meet. This facility has 11 stories, over 350 rooms and parking for over 600 cars. It also has a large grassy area that will be host to a number of "Falcon only" events—more details to follow—but I will tell you it involves free food!

Speaking of food, a number of the ladies in our Region will be attending to our hospitality room that will be on the third floor. Registration will include goodie bags, door prizes and Dash Plaques. A swap meet area will be available for those looking to transfer treasures or search for that special part and it is free of charge, just arrange for a space with our Parking Lot Chairman – Doug Browning.

I know that everyone is tired of the snow and cold weather so plan on coming North, South, East or West for an enjoyable time of friends and fellowship with our Falcons! Remember that Monday is a holiday (Memorial day) so we do not have to rush and hurry to drive all day Sunday to arrive back home in one day. Take two days if necessary. I am looking forward to enjoying visiting everyone at the Regional.

JUNE 3-5: ANNUAL ALL-FORD NATIONALS AT CARLISLE, PA.

This is an invitation to all Falcon Club members to come to Carlisle and share in the fun with the Mason Dixon Chapter at the Falcon Club tent! Please register on line at www.carsatcarlisle.com. And remember to register as a member of the Falcon Club of America. The Mason Dixon Chapter has paid for the tent in advance this year, but if we get 30 Falcons registered as FCA members we will be reimbursed, and as always you must think about hotel reservations early as the area fills up fast. This is a must-do event for Ford fans. There is much to see and do. At least a thousand vendors, a huge car corral full of neat cars for sale and probably a thousand or more show cars to look at. The Falcon Club of America has had a large showing of some very special Falcons at this event since it started in 1995. Let's keep the tradition alive! If you want more background or general information, please contact Phil Barber at: 410-266-8271 or pbarberpr@aol.com.

JULY 14-16: FCA NATIONAL CONVENTION, STEAMBOAT SPRINGS, CO.

Info and Registration in this issue.. Register now!

AUGUST 12-13: FIFTH MASON DIXON CHAPTER REGIONAL

At The Ramada Inn Conference Center, 1700 Van Bibber Road, exit 77A off I-95, Edgewood, MD 21040. 410-679-0770. The rate if booked prior to 12 July is \$73 + tax and includes deluxe Continental Breakfast. The rate extends from 11-14 August for those of you wishing to tour elsewhere during your stay here. Places such as: Baltimore with its inner harbor charm, Washington D.C. and the many museums, or Lancaster, Pennsylvania and the Amish experience are all easy day trip possibilities. Your Meet Registration includes our hospitality room that serves enough goodies to keep you at the show vs. having to go somewhere for lunch. Games for the whole family on Saturday afternoon, door prizes, plus we will be having our legendary Ice Cream Social Saturday evening followed by the Awards Presentations. The awards are being done later than usual (8 P.M. or so) allowing everyone to make their own dinner arrangements. We will have info available for a few restaurants that are close by. If you would just like "fast food" there are a few of those within walking distance. As a point of reference for those who have never attended our Regional; White Marsh Mall/Outlet Center is about 8-10 miles south on I-95. Also we have a brand new Hollywood Casino located in Perryville, MD just a few miles north of our show site. Please register before July 1 as the show committee will be away for the FCA National and an extended road trip for most of July. This is shaping up to be a great event and we do hope you can come and enjoy the show! Use the form in this issue to register now!

Falcon Club of America Migration to Steamboat Nationals

Hello one and all! I'm sorry for the delay in publishing the details and timings for this year's drive to Steamboat Springs for our Convention this year. But the details are now set and reservations can now be made. So here we go!

The fun begins on July 8, which is a Friday. The first night's stop is in New Philadelphia, Ohio, which is a town in Eastern Ohio right along Interstate 77. As you may recall, this year's Migration is being done on US Highway 36, a highway that stretches from Uhrichsville, Ohio to Rocky Mountain National Park in Colorado. US 36 is about 1400 miles in length and the plan is to arrive in Steamboat Springs on Wednesday July 13 in time for all you Board Members to get to the Wednesday night's meeting! I know that The Mason Dixon members will be coming together to New Philly and hopefully many more of y'all can join us.

The place to stay on July 8 is actually two hotels. We have rooms set aside at The Holiday Inn Express, New Philadelphia, Ohio, 330-339-7731. Prices are: \$95 for a standard room or \$115 for a suite. Or you can reserve next door at The Best Western, 330-339-6500 for \$75. Both hotels are new or newly refurbished and both serve breakfast. The rooms at the Holiday Inn are a bit bigger and nicer. Mention Falcon Club/FCA when making reservations.

Day Two will take us along US 36 to Indianapolis, Indiana. It will be a 340-ish mile drive and we will end at a Candlewood Suites Hotel, 317-495-6600. Room rate is \$69 for single queen suite and \$74 for two queen bed suite. This is a great brand new hotel and we get breakfast the next morning.

Day Three will have us heading for Hannibal, Missouri. We will drive about 300 miles through the countryside and end at the Holiday Inn Express in Hannibal, Missouri, 573-406-0300. The rate for here is \$89 for king or queen bed rooms. Mention FCA when reserving. After breakfast in the hotel it's on to Day Four.

We will be driving to Concordia, Kansas, a 360 mile day. As we go farther West the road gets more open and the towns less frequent. Our stop will be at the Holiday Inn Express, 785-243-2700. The rate is \$89 for king bedroom and \$109 for a suite. Again, mention FCA when reserving. After breakfast at the hotel, we are off again.

Day Five has us going to a suburb of Denver in Wheat Ridge, Colorado, a 425 mile day. We will experience more wide-open two-lane driving and beautiful farming country. We stop at the Holiday Inn Express in Wheat Ridge, Colorado, 303-424-8300. Our rate is \$99 for the night. Mention FCA. After breakfasting the next morning we will head for our final destination!

Day Six is on to the Convention in Steamboat Springs! This will be a fairly short day, less than 200 miles and will give us time to sight-see even more. There will be a choice of routes this day, either following US 36 or on Interstate 70.

I will be following this route and reservation article with "fleshing out" of the trip. We have set up the first night's dinner at an Amish restaurant, a visit to the Clive Cussler Museum on night five and a possible visit to a Shelby collection on Day Six. I'll be putting this all together in short order and sending it out to you. But now you can make all your reservations.

As always, you can get hold of me by email: msgarrett35@msn.com or phone, 301-916-3323 any time with questions, comments, complaints, and abuse. This should be a great time and a great bunch of Falcon people. I hope you can all come along.

—Mike Garrett
Poolesville, Maryland

289 FENDER EMBLEM

'67

Blue-painted center with "289" painted in white in the center with chrome edge. Great reproduction.

C7OZ-16228



\$54.95
each

SPRINT FENDER EMBLEMS

'63 - '64

Excellent chrome reproductions.

3-Pin C4DZ-16098C

4-Pin C4DZ-16098D



\$59.95
each

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each

FENDER BADGES

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C4DZ-16228-9A



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FCA REGULARLY SCHEDULED CHAPTER MEETINGS

**Alamo Chapter
San Antonio, TX**
2nd Sun.—monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 626-2050

Arizona Chapter
Phoenix, AZ
2nd Sat. except June,
July, Aug. at Berge Ford,
460 E. Auto Center Dr.,
Mesa, AZ
(480) 888-0589

**Bluegrass Chapter
Louisville, KY**
2nd Sat. Every 3 months
4:30 PM at Shoney's at
Fern Valley Rd.
(502) 231-8715

**Blue Ridge Chapter
South Carolina**
3rd Sun.—monthly
Greer, SC
(864) 879-1060

**Capital City Chapter
Austin, TX**
3rd Sat.—monthly, 4 PM
(512) 670-0544

**Carolinas Chapter
Charlotte, NC**
1st Mon.—7 PM
Holiday Inn Express
Hotel, 2491 Wonder
Dr., (Exit 60: I-85)
Kannapolis, N.C.
(704) 736-1920

**Central California
Falcons
Bakersfield, CA**
1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
(661) 587-8539

**Central California
Falcons
Fresno, CA**
3rd Thursday at
Applebee's in Clovis, 98
Shaw Ave. 7:00 PM
(559) 322-0108

**Early Falcon Car Club
of Victoria, Inc.
Australia**
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

**Founder's Chapter
Arkansas**
2nd Sat.—monthly
(501) 605-1370

**Gateway Chapter
St. Louis, MO**
4th Sun.—monthly
(636) 677-4670

**Golden Gate Chapter
San Francisco, CA**
2nd Sat.—Odd Months
(408) 293-5848

**Hoosier Chapter
Indiana**
1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

**Lone Star Chapter
Mt. Pleasant, TX**
3rd Sun.—monthly
(903) 572-9593

**Metro Detroit Chapter
Detroit, MI**
1st Sun.—bimonthly
Holiday Inn Southgate,
17201 Northline Road,
Southgate, MI
(313) 382-2993

**Mid America Chapter
Kansas City**
2nd Fri.—monthly
(913) 592-3571

**Mile Hi Chapter
Denver, CO**
3rd Fri.—monthly
(303) 857-9360

**Music City Chapter
Nashville, TN**
Monthly Meetings
Call for dates/locations
(615) 452-0321

**Northeast Chapter
New England**
3rd Sat.—monthly
northeastfalconchapter.
com
(952) 334-1654

**Northland Chapter
Minneapolis, MN**
2nd Sat.—odd months
(952) 334-1654

**Rainier Chapter
Seattle, WA**
3rd Wed.—monthly
except Dec., Feb. Varied.
RainierFalcons.com
(206) 290-3093

**River City Chapter
Sacramento, CA.**
2nd. Sat. even months
12:00 PM, Round Table
Pizza
1566 Howe Ave
Sacramento, Ca.
(209) 957-0974

**So-Cal Falcons
Pasadena, CA**
2nd Saturday, bi-monthly
(805) 583-4403

**Sooner Falcons
Oklahoma City**
3rd Sat.—monthly
(405) 820-4808

**Sonoma County
Santa Rosa, CA**
1st Thurs.—monthly
(707) 539-2860

**Southeast Chapter
Georgia**
1st Sun.—monthly
(770) 887-6268

**Space City Chapter
Houston, TX**
2nd Sat.—monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(713) 703-5110

**Star City Falcon Club
Roanoke, VA**
Monthly meetings
Call for date/location.
(540) 254-1515

**Virginia Falcons
Richmond, VA**
2nd Sun.—even months
(804) 739-1615

**Wheat State Chapter
Wichita, KS**
1st Sat.—even months
(316) 838-7487

**Wild West Falcons
Chapter
Western Colorado**
Meetings Quarterly
Call for dates & locations
Ted (970) 314-2498



FALCON CLUB OF AMERICA

Southwestern Regional Show

Hosted by the Alamo, Capital City, East Texas, Heart of Texas, Lone Star,
Sooner State and Space City Chapters of the Falcon Club of America

May 27th & 28th, 2011

Registration Form

Name _____ Spouse/Guest _____

Address _____ City _____ State _____ Zip _____

() _____ Phone _____ e-mail _____ FCA # _____ Chapter (if applicable) _____

YEAR _____ MODEL _____ BODY STYLE _____ CATEGORY _____

Trailer parking required? YES _____ NO _____

	<u>PRIOR</u> 5/1/11	<u>AFTER</u> 5/1/11		QTY	REMITTANCE
FIRST VEHICLE	\$20	\$25		_____	\$ _____
SECOND VEHICLE	\$15	\$20		_____	\$ _____
SHOW T-SHIRT	\$15	\$19	S _____ M _____ L _____ XL _____	_____	\$ _____
SHOW T-SHIRT	\$17	\$19	XXL _____ XXXL _____	_____	\$ _____

Make check payable to: Southwest Region - FCA

TOTAL \$ _____

Mail registration and check to:
Jeff Schira
6500 Silo Road
Arlington, TX 76002

More information:
Russ Welty
409-498-3596

Liability release must be signed to complete registration: It is understood that neither the Falcon Club of America nor any of the chapters of the Falcon Club of America assume any responsibility for loss or damage of car or property during this event.

Signature _____ Date _____

Host Hotel: Marriott Tulsa Southern Hills, 1902 East 71st Street, Tulsa, OK 74136

Special rate: \$84.00/night. You must mention The Falcon Club to obtain this rate.

Phone: Toll-free: 1-866-530-3760

Website: <http://www.marriott.com/hotels/travel/tulsa-tulsa-marriott-southern-hills/>

FALCON CLUB OF AMERICA: Chapters by Region

NORTH EASTERN DIRECTOR

Ray Chevalier (3076)
(401) 934-2105
73 Francis Rd.
Glocester, RI 02857
raysfalcon@cox.net

The Erie Canal Chapter

Bill Barren (2918)
(716) 652-5506
11303 Jamison Rd.
East Aurora, NY 14052

The Hoosier Chapter

Larry Bensheimer (10286)
(317) 418-8301
4900 N Rd. 400 W
Bargersville, IN 46106
r6tranchero@sbcglobal.net

The Keystone Chapter

Andy Brown (7996)
(717)-512-1710
1506 Hemlock Ave.
Carlisle, PA 17013
67abrown@comcast.net

The Northeast Chapter

Ed Lindberg (12437)
(508) 792-1639
11-5 Rice Lane
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elindberg@ccworc.org

The Ohio Valley Chapter

John Howard (11638)
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falconwagon62@yahoo.com

The Ontario Chapter

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The Western PA Chapter

Bob Clark (13059)
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randsclark@verizon.net

SOUTH EASTERN DIRECTOR

Ken Earnhardt (1103)
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Concord, NC 28025
kenearnhardt@vnet.net

The Blue Ridge Chapter

Ron Styles (9711)
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2100 Tigerville Rd.
Travelers Rest, SC 29690

The Carolinas Falcon Chapter

Wayne Cannon (1565)
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705 Rainbow Dr.
Kannapolis, NC 28081

The Mason Dixon Chapter

Pat Varricchio (11958)
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Baltimore, MD 21236
steeler306@comcast.net

The Southeast Chapter

Fred Hartly (13550)
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Decatur, GA 30035
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The Suncoast Chapter

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6842 Hope Hill Rd. Brooksville, FL
34601
slisk@tampabay.rr.com

The Star City Chapter

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The Tennessee Valley Falcons Chapter

David Wagner (5476)
(423) 243-3525
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Harrison, TN 37341
65Sprint@baldwinpines.com

The Virginia Falcons Chapter

Bill Poole (1109)
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NORTH CENTRAL DIRECTOR

Jack Ellis (9984)
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The Gateway Chapter

Rich Albert (4153)
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1805 Main Drive
High Ridge, MO 63049
rfalbert@msn.com

The Mid-America Chapter

Phil Warren (1234)
(913) 592-3571
602 N. Harrison
Springhill, KS 66083
pwrn@cebridge.net

The Wheat State Chapter

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tssutherland@builders.kscoxmail.com

FALCON CLUB OF AMERICA: Chapters by Region

The Metro Detroit Chapter

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(313) 382-2993
18810 Dale Avenue
Allen Park, MI 48101
gogofalcon@comcast.net

The Northland Chapter

Toni Sullivan (12684)
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The Lake Michigan Chapter

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FalconTom@hotmail.com

The Greater Ozarks Chapter

Jerry Kendall (14102)
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SOUTH CENTRAL DIRECTOR

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(502) 231-8715
or (502) 648-9801
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drdwolfe@att.net

The Founder's Chapter

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luv4fords@hotmail.com

The Southern Coast Falcon Chapter

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1715 Eagle Terrace
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The Gulf States Chapter

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322 Jeff Davis
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The Music City Chapter

Bruce Stewart (4854)
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Gallatin, TN 37066
bcs175a@juno.com

The Bluegrass Chapter

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The Frontier Chapter

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SOUTH WESTERN DIRECTOR

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russell.welty@yahoo.com

The Alamo Chapter

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24880 Campbellton Rd.
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The Capital City Chapter

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The Heart of Texas Chapter

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The Lone Star Chapter

Mickey Rosewell (2729)
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112 Denman
Mt. Pleasant, TX 75455

The Northeast Texas Chapter

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The Sooner State Chapter

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The Space City Chapter

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MOUNTAIN DIRECTOR

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The Arizona Chapter

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Phoenix, AZ 85014
ishi1@cox.net

—Continued on page 28

FCA Chapters by Region

—Continued from page 27

The Mile Hi Chapter

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Lakewood, CO 80227kent.whisenand@redhawkindustries.com

The Central California Chapter

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The Wild West Falcons Chapter

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The Golden Gate Chapter

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The SoCal Chapter

Patrick Hall (11497)
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Simi Valley, Ca. 93063
pichound@sbcglobal.net

PACIFIC DIRECTOR

Ray Johnson (6079)
(707) 546-8082
2407 Horseshoe Dr.
Santa Rosa, CA 95405
57ray@pacbell.net

The Rainier Falcons Chapter

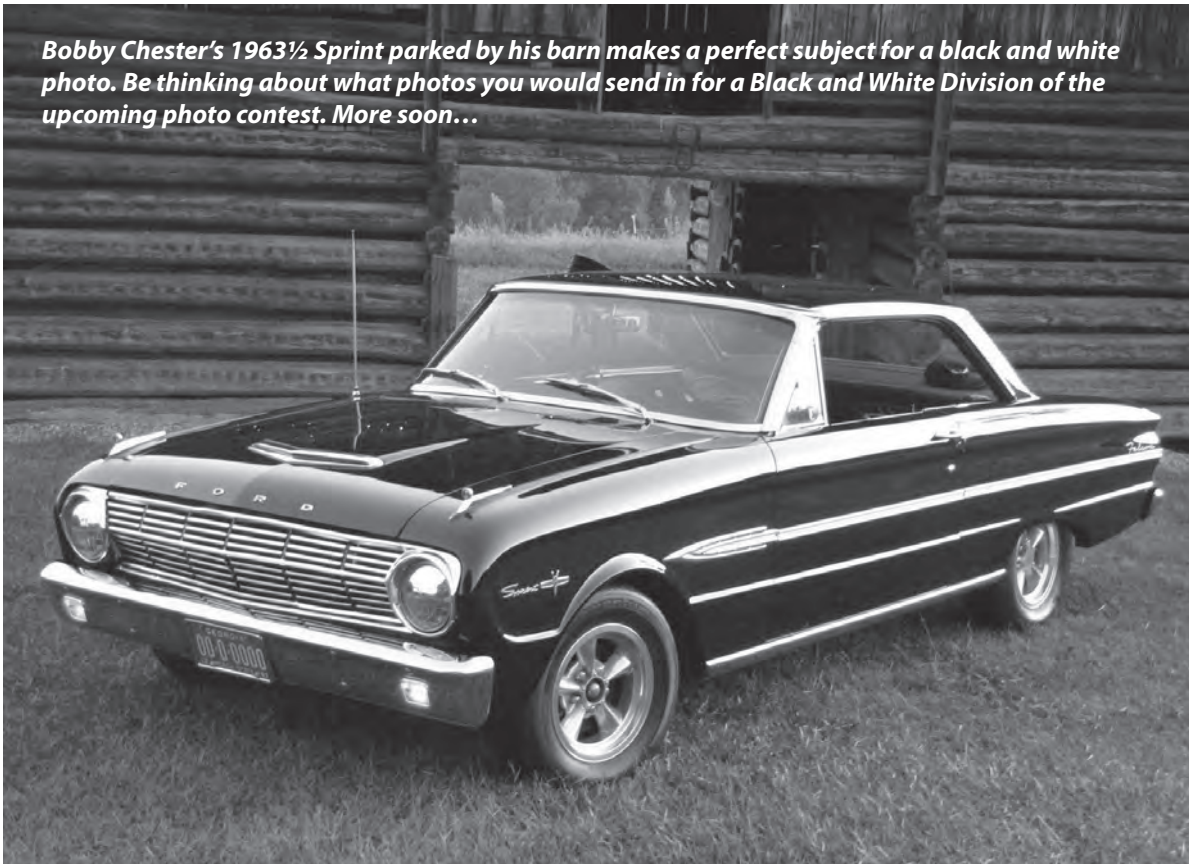
Roger Moore (8144)
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126 143rd St. SE
Lynnwood, WA 98087
roger@computrainer.com

The Sonoma County Falcons Chapter

Ray Johnson
(707) 546-8082
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Santa Rosa Ca 95405
57ray@pacbell.net

**This Chapter Listing is maintained and updated by FCA Chapter Coordinator Mary Wagner.
Please contact her directly with additions or corrections. Her info is on page 8.**

Bobby Chester's 1963½ Sprint parked by his barn makes a perfect subject for a black and white photo. Be thinking about what photos you would send in for a Black and White Division of the upcoming photo contest. More soon...



QUALITY

Falcon

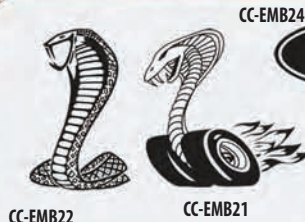
PARTS



1960-64 Falcon Wagon Tailgate Lock

This is a new trunk lock tumbler only, that fits your 1960-64 Falcon Wagon tailgate. A hard to find part that is now available!

TR60 ...60-64 Falcon Wagon Tailgate Lock ea 39.95



CC-EMB24



CC-EMB10



CC-EMB12



CC-EMB1

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Ford Motor Company logos can be added to your new car cover. These black logos will help to personalize the cover, just add it to the order when buying the cover!



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CC-EMB12 "Ford Crest" - Logo, Black ea 29.95
CC-EMB21 "Cobra" - Logo, Black ea 29.95
CC-EMB22 "Cobra Snake" - Logo, Black ea 29.95
CC-EMB24 "Ford Oval" - Logo, Black ea 29.95



289 & 427 Shelby Cobra T-shirts

White T-shirt with blue writing and picture of the 289 and 427 AC Cobra, the car that started it all for Carroll Shelby. Picture of a 289 or 427 Cobra on the hip, the number on the chest, and Shelby's signature on the back. Comes in sizes medium, large, and extra large.

DCT289 289 Shelby Cobra T-shirt ea 24.95
DCT427 427 Shelby Cobra T-Shirt ea 24.95

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Custom black hat with blue and silver flamed design and Dearborn Classics logo is one that you must have for your hat collection! These high quality caps have detailed embroidery and the attractive Dearborn Classics logo in blue



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***BEFORE and DURING
The Transformation***



Being a member of the Falcon club of America for many years now, and an even a longer driver of Falcons, I just can't help asking questions when I run into a Falcon. My son Dillon and I were at the Fort Wayne, Indiana Maaco Body and paint Shop when I noticed this 1961 rather solid Falcon up on jack stands having body work done and being prepped for paint. This was June of 2009.

Rick, the owner and operator of Maaco, told me the car was dropped off by a gentleman and he wanted the car completely gone over and ready to be placed in the National Automotive and Truck Museum of the United States (NATMUS). I was very familiar with the NATMUS which is located in Auburn, Indiana right behind the Auburn and Cord Duesenberg Museum at 1000 Gordon M. Buehring Place. My son and I clean cars occasionally at the museum.

Rick told us the owner had just purchased the car for \$1500. with the sole intention of putting the car on display in the Museum.

Once the car left the Maaco—looking rather good—it went to have some extensive exhaust work done. I kept calling the Museum and finally the car had arrived and was on display. So the family and I went to visit the latest addition to the extensive NATMUS Museum family in Auburn and brought back pictures to share with the Falcon Club of America members.

—Bill Honor (FCA #6393)
Fort Wayne, Indiana



Museum Bound Falcon



—More photos next page

